

St. Brit. Central Office of Information & Reference Div.

KENYA

Government Road, Nairobi.



Cheering crowds at Nairobi airport greet the return of Kenya's leaders after successful constitutional talks held in London.







Mr. T. J. Mboya



Mr. J. S. Gichuru

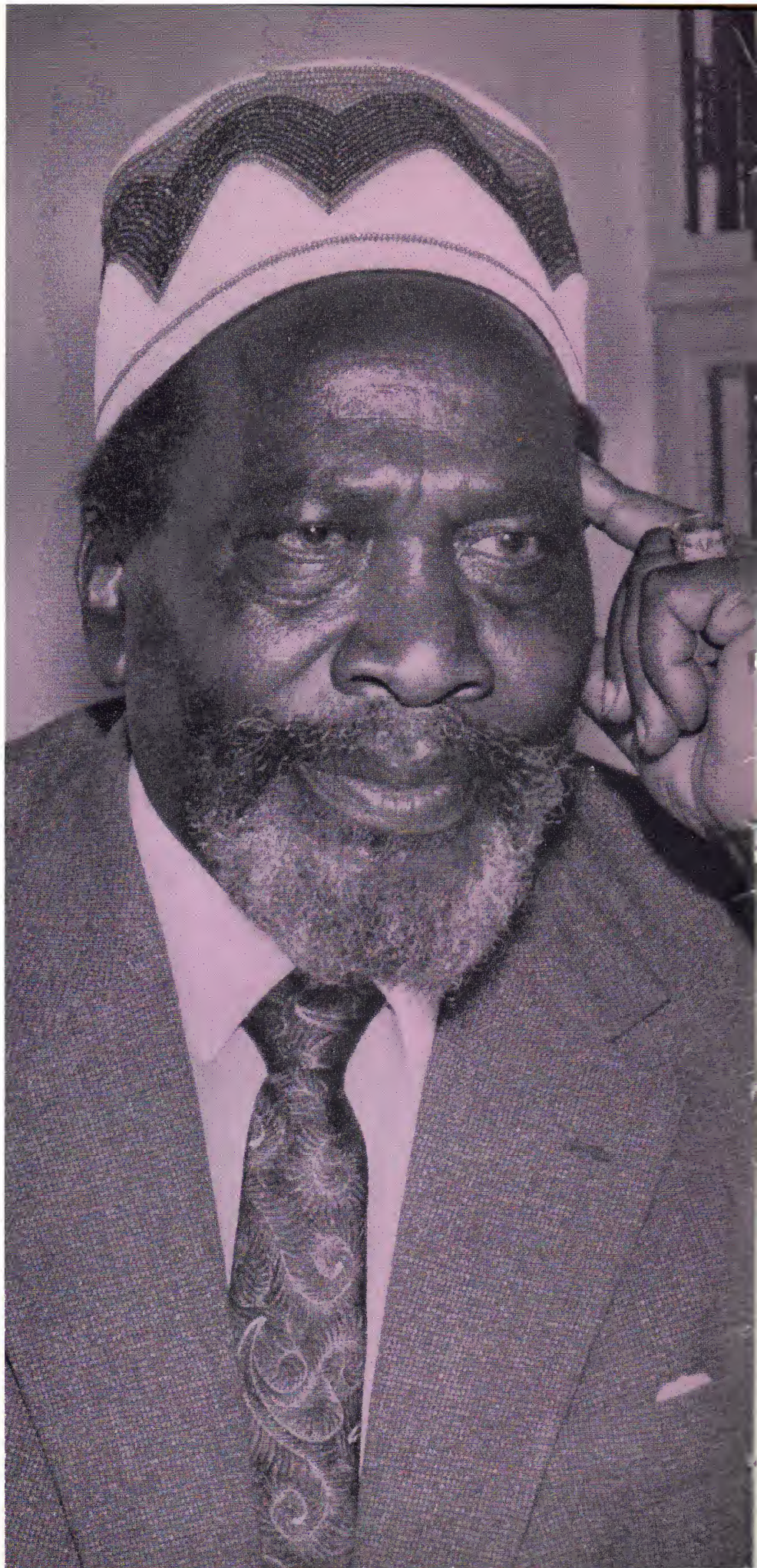


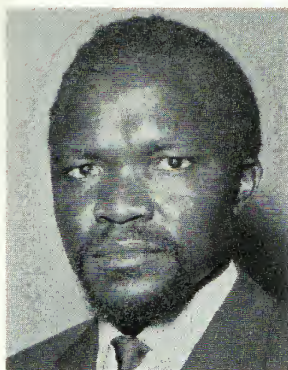
Mr. A. Oginga Odinga



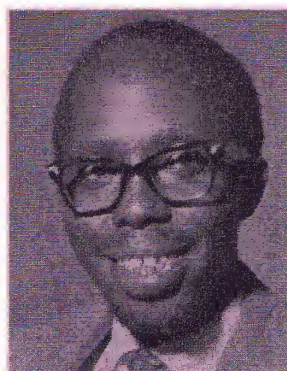
Mr. J. D. Otiende

Mr. Jomo Kenyatta, Kenya's first Prime Minister and Leader of KANU—the Kenya African National Union.

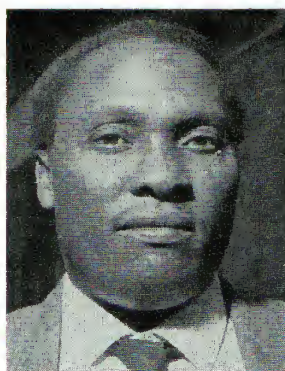




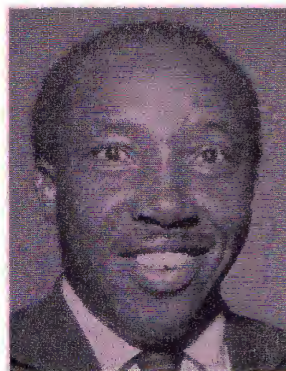
Mr. S. O. Ayodo



Dr. J. G. Kiano



Mr. D. Mwanyumba



Mr. E. N. Mwendwa



Mr. L. G. Sagini



Dr. Njoroge Mungai



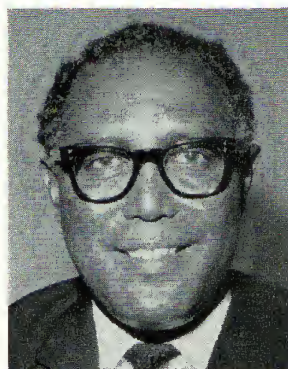
Mr. R. A. Oneko



Mr. Bruce Mackenzie



Mr. J. H. Angaine



Mr. J. Murumbi



Mr. P. M. Koinange

THE GOVERNMENT OF KENYA

The Kenya independence constitution divides the tasks of government between the central Government and seven Regional Assemblies, each having similar powers and responsibilities.

At the centre there is a National Assembly composed of two Houses—the House of Representatives, with 129 elected members, and the Senate, with 41 senators, also elected. The Cabinet is composed of the Prime Minister and such Ministers as he chooses from among the membership of the two Houses of the National Assembly.

Each region has its Regional Assembly, to which each district in the region elects the same number of members. Regions have responsibility for a range of affairs which, under the constitution, lie within their exclusive powers.

This constitution was devised to take account of Kenya's complex social structure, in order to avoid domination by any one group or tribe.

SUDAN

ETHIOPIA

UGANDA

SOMALI REPUBLIC

TANGANYIKA

INDIAN OCEAN

Lokitaung

Lodwar

Moyale

Marsabit

Wajir

Mt. Elgon

Kitale

Maralal

Bungoma
Butere

Eldoret

Lake
Baringo

Thomson's
Falls

Nanyuki

Meru

Mt. Kenya

Embu

Garissa

Kericho

Nakuru

Nyeri

Naivasha
Lake
Naivasha

Narok

Thika

NAIROBI AREA

Kajiado

Konza

Magadi

Atiti River

R. Tana

Tsavo

R. Galana

Taveta

Voi

Lamu

Malindi

Kiun

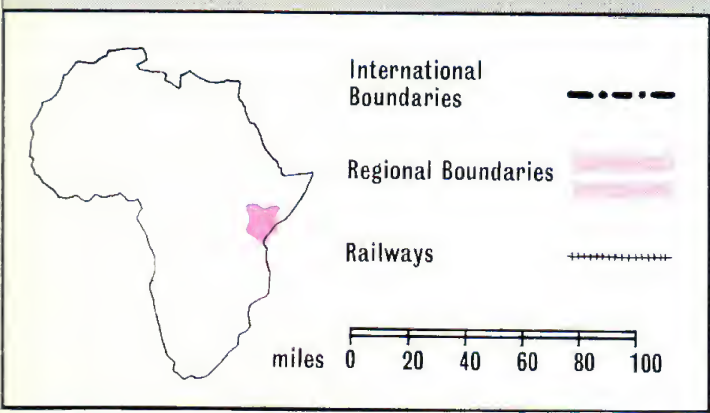
MOMBASA

International
Boundaries

Regional Boundaries

Railways

miles 0 20 40 60 80 100



**Mount Kenya
(17,040 ft.)
with giant groundsel
in the foreground.
The peaks
have permanent
snow and ice.**



TO the question: "What is Kenya like?" the only answer can be: "What part of Kenya?" The new nation's 225,000 square miles take in areas of surprising contrasts. A half of the total area—the Northern Frontier district—is arid land, desert scrub and thorn trees, where nomadic tribes graze their cattle, sheep, goats and camels. This waste land stretches from the borders of Uganda and the Sudan almost to the Indian Ocean, and nowhere rises more than 3,500 ft. above sea level.

Along the coast runs a low-lying plain. Dotted along it are fishing villages, more thickly clustered near the seaports. The houses with their mud walls and *makuti* (palm-thatch) roofs are surrounded by coconut palms and noble mango trees. Here and there villas and hotels have been built for holidaymakers; for the coast, though hot and humid, is pleasant enough for eight or nine months of the year, and the beaches are ideal for bathing. Deep-sea fishing and skin-diving, too, attract tourists. On this coastal plain lie great sisal estates, row after row of sharp-leaved bushes "like stacks of bayonets around hop poles," from which Kenya derives much of its wealth. Here is the great port of Mombasa with its magnificent natural harbour. Built on an island at a point where two creeks join and flow together into the sea, it is separated from the mainland to north-east and south-west by strips of deep water half a mile wide—the old and new harbours. Through Mombasa pass nearly all the exports of Kenya and Uganda as well as many of those of the Congo. Mombasa is a town of great antiquity; a famous Arab traveller, Sheikh ibn Batuta, recorded a visit there in 1331, finding the people, as he wrote, "generally religious, chaste and honest," and Vasco da Gama, the Portuguese navigator, reached the coast of East Africa in 1498 and records visits to Malindi and Mombasa.



Deep-water berths
at Kepevu, Mombasa.
They were opened
by the Governors
of Kenya and Uganda.

Parliament Buildings,
Nairobi, where the
National Assembly
meets.



Inland from the coastal plain is a gradually rising plateau, rising in the southern half of Kenya to the fertile highlands. Here is Nairobi, the capital, the largest city in East Africa; its population is put at 251,000. Nairobi traces its origins to the construction of the railway at the beginning of the century. Government headquarters were set up there shortly after the railway reached the site; the city has grown strikingly ever since, and some of its modern streets, bordered by mauve jacarandas, scarlet flamboyants or brilliant purple bougainvillea, are among the most impressive to be seen in any town in Africa or, indeed, anywhere else in the world. In March 1950 the Duke of Gloucester presented to Nairobi the Royal Charter making it a city.

In the Kenya highlands the land rises to anything from 5,000 to 10,000 feet. Here are the fertile areas in which the European settlers have laid out their farms—mostly wheat or pasture, but also devoted to the growing of coffee, tea, pyrethrum and other valuable crops. For half a century a proportion of this highland area was reserved for European settlement and it cannot be denied that the settlers made a magnificent job of their farms, contributing, as they do to this day, the greater part to the value of Kenya's exports. The restriction on settlement by Africans and Asians has now been lifted, and the word "settler" is used as often to mean, not a European, but an African occupying one of the model farms which are being created on land released in the former European reserve.

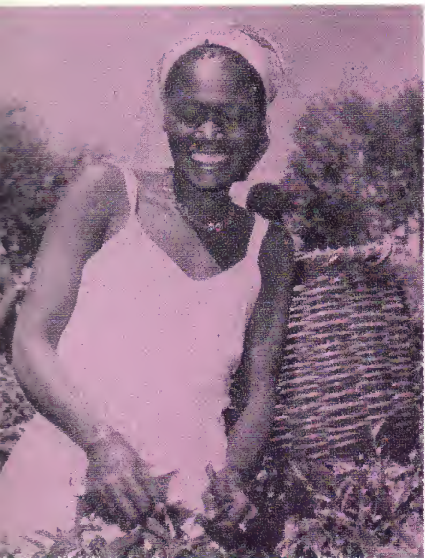
Not that the highlands were wholly reserved to the Europeans. The greater part of them has always been occupied by Africans, who grow grain, vegetables, cotton and coffee, generally on small farms (*shambas*) of a dozen acres or less. Some of the African-inhabited areas are very densely populated and most of them are on

In the fertile Kenya highlands,
a British farmer talks to his
Kikuyu tractor driver.





Kenya's Rift Valley, a great natural break in the earth's crust, running for hundreds of miles across central Africa.



Plucking tea in Kericho.

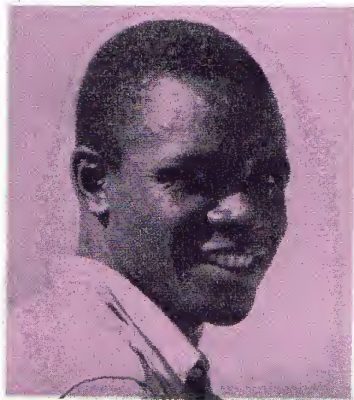
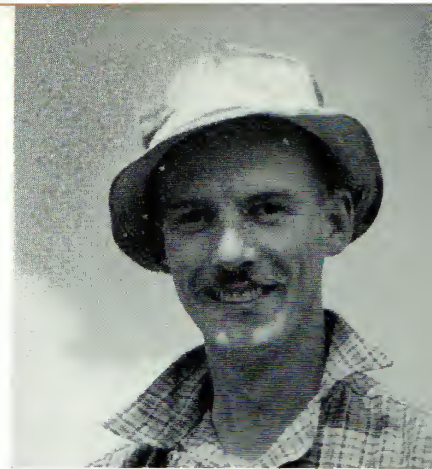
very fertile land. Near to them are several large forest reserves, two of which enclose Mt. Kenya and Mt. Elgon, soaring mountains whose peaks, behind their veil of clouds, are covered in snow all the year round.

Westward from Nairobi the ground continues to rise, but is broken by that extraordinary geographical freak, the Great Rift Valley, which runs roughly north and south across the East African plateau. Road and railway wind down steep slopes to a flat, grassy valley 1,500 feet below the level of the surrounding country, and up again 30 or 40 miles farther on. Several volcanoes rise from the floor of the valley. Lake Rudolf lies within the valley near where it crosses the border into Ethiopia.

West of the Rift Valley the land rises to its highest levels. Here there is frost at night, and tea grows on the slopes of the hills. Then westward again the land drops, until it reaches the shore of Lake Victoria, the world's third largest expanse of inland water, covering 26,200 square miles.

So that is Kenya—hill and valley, plain and plateau, farmland and park land and desert; a land of contrasts, one of the most interesting countries in the world.

The people of Kenya



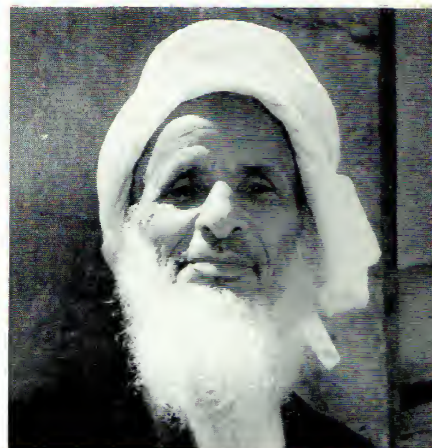
Kenya is a multi-racial country. Its 8,676,000 people comprise over 8,000,000 Africans, 180,000 Asians, 40,000 Arabs and 66,000 Europeans.

That, however, is putting the matter altogether too simply. The Europeans are not all of British descent, though most of them are. The Asians include Indians, Pakistanis, and Goans. The Africans are the least homogeneous of all. They are members of some forty tribes, some large, some small, from the Kikuyu who make up a fifth of the whole population to some tribes, in the Northern Frontier district, which number only a few hundred. Between tribe and tribe there are some-

times considerable differences, not only in culture and way of life but in speech and even in physical characteristics. Indeed, you would find more homogeneity among the peoples of the continent of Europe than you would among the tribes of Kenya.

Few Africans ever forget they are members of a tribe, just as a Scot is always a Scot or a Londoner a Londoner; only in Kenya the distinctions are more marked. Largely because of suspicion between tribe and tribe, the 1962 constitution was drawn up so as to allow considerable local autonomy to the regional authorities. It is the declared aim of the Kenya African National Union, which was returned to power at the 1963 general election, to allay that suspicion and build a Kenyan society in which the different tribes and communities will live together with no need, and no wish, for safeguards against the domination of any of them by any others.

Each component part of Kenya's population has its own contribution to make to the nation's good. Over the past half century it cannot be denied that the Europeans made the greatest contribution; for the Africans this was a period of catching up. The European settlers brought investment capital and expert knowledge not available then to the Africans, and they were given a privileged position to enable them to make the most of what they brought. Britain has helped in Kenya's development with many millions of pounds, but in the long run the living standard to which a country can aspire depends on its own resources, and Kenya, like other dependent countries, had to pay for all those day-to-day services that go to make up a "standard of living" from its Government's own revenues. The things it



Trainee surveyors at the Kenya Polytechnic in Nairobi.



Learning carpentry at the Railway Training School, Nairobi.



Ministry of Works employees learning to be machine operators.



Financial discussions in London between a delegation from Kenya and British Ministers.

needs, or its people need, whether it be roads and harbours or schools and clinics, can only be provided if the Government has enough money. The opening up of Kenya to European settlement meant that the country's trade was enormously increased from the very earliest days of British rule, so that the Government has not been thwarted for lack of money in its plans to turn what was once a backward and neglected country into a modern, vigorous and prosperous state.

The Asians too have had a distinctive part to play in Kenya's progress. Among the original inhabitants of Kenya when the British first came were few who could be quickly trained in skilled and semi-skilled work, as tradesmen, craftsmen and clerks. Indians were not unknown on the coast, which they visited as traders; but the foundation of the present Asian community was laid when more than 30,000 Indians were brought in to help with the building of the railway across Kenya to Uganda, in those capacities in which the local peoples could not yet serve. Ever since then they have filled an essential need in the community, not only in the kind of work for which they first came to Kenya but also as traders, the first and still the principal people to bring consumer goods within reach of the African peoples, not only in the towns but also in the more remote rural areas.

The Arabs are predominantly the people of the coast, which they have visited on and off for centuries. Much of what is now Kenya was once under the domination of the Sultan of Zanzibar, himself an Arab descended from that ruler of Oman who captured Mombasa from the Portuguese in 1698. Since 1886 the Sultan's mainland territories have been confined to a coastal strip 10 miles wide. He retained sovereignty over that part of Kenya within the strip, which includes Mombasa, and for which he was paid an annuity. But during the Kenya Independence Conference in October 1963, agreement was reached providing that on the date when Kenya became independent the Coastal Strip should become a part of Kenya.



Aerial view of Kilindini Harbour, Mombasa. The port serves not only Kenya but also Uganda and parts of Tanganyika.



Undertakings were given by the Government of Kenya assuring continuance of the religious and traditional rights of the Sultan's former subjects in the Coastal Strip.

With all this, the indigenous Africans still make up the great bulk of the people; and if their great-grandfathers were backward, today many of them have seized with both hands the opportunities of progress offered them since the coming of the British towards the end of the last century. Africans in trade are still the exception, but in the civil service, the professions (especially as schoolmasters) and the kinds of work formerly considered the province of the Asians they have made immense strides. Africans provide the backbone of the Kenya police and of that splendid regiment, the King's African Rifles. Most of them, nevertheless, still live on the land and by the land. Encouraged and instructed by the Department of Agriculture, they no longer limit themselves to subsistence agriculture—the production of no more than the food that they and their families eat, but are increasingly producers of such valuable export crops as tea and coffee.

Kenya, then, is multi-racial—not, as it used to be, a country of strata, but a country where the different races are determined to live together in friendliness and mutual helpfulness, where each plays a significant part in the forging of a strong and prosperous country.

Men of the King's African Rifles on parade.



A train with its modern diesel locomotive approaches Kikuyu station. The completion of the railway line from Mombasa to Lake Victoria at Kisumu gave the first big fillip to opening up the interior.

The Railway

The Kenya we know today began with the railway. "The Railway is the beginning of all history in Kenya," wrote Sir Edward Grigg (later Lord Altrincham), Governor of Kenya from 1925 to 1931. That was a one-sided remark: Africans whose ancestors have lived in Kenya for generations might not agree with it. But it is certain that, with the opening of the railway, Kenya's history took an abrupt turn, and that Kenya is what it is now largely because the railway was built across it.

It is hard to believe now that Kenya was once described as being "chiefly valuable as the road to Uganda." Yet, 70 years ago, Kenya presented an outstanding example of a country which the forces of progress had passed by. The railway was in fact built to link Uganda with the coast, to bring produce down from Uganda to the harbours without the need for human portage and to help the British in their campaign against the slave trade. It cost the British taxpayer nearly £8 million to build, an even larger sum in those days than it seems to us now.

Kisumu.
This port handles
a constant flow of
traffic on Lake
Victoria.

KISUMU



NAIROBI

Its building was an immense task. Nearly all the labour force had to be brought from India. Food had to be brought from the coast (some food had to be specially imported from India) and water was obtainable only from four widely separated places. Disease, sickness, strikes, shortage of materials, the failure of the rains and the depredations of man-eating lions all added to the troubles of the railway engineers. By May 1899, the railway reached a cattle-watering station, situated in swampy uplands but with a pleasing climate. The spot was considered suitable for workshops and a base and the location became known as Nairobi. From Nairobi the line was taken down the eastern edge of the Rift Valley, the walls of which were steep and rocky, with a descent of 1,523 feet. A special lift was built to take materials down the cliff. The other side of the Rift Valley the line had to cross the Mau summit. The first train steamed into Kisumu—then known as Port Florence, on the shore of Lake Victoria—in December 1901. The railway had taken six years to cross from the coast to the lake, the railhead from which men and supplies were to cross over into Uganda.

Such a line could not but be a tremendous stimulus to development. Indeed, it was largely with the idea of creating traffic for the railway to carry that the Kenya highlands—then only apparently occupied by pastoral people, mainly Masai—were opened up to European settlement. All that has followed, the economic, industrial, social and political development of Kenya, is traceable to the building of the railway.

Today, with its associated lines in Uganda and Tanganyika, together with the harbours on the Indian Ocean and on Lake Victoria, the railway is operated by the East African Railways and Harbours, a service of the East African Common Services Organisation which on behalf of the Governments of Kenya, Uganda and Tanganyika administers a considerable range of public services, including not only the Railways and Harbours but also the Posts and Telegraphs, the Customs service, the income tax and a number of research services of incalculable value to East Africa.



Cement being loaded from lorry to ship for transport overseas.

MOMBASA

INDIAN

OCEAN

A Farmer's Country

Kenya is a farmer's country. There are farmers on a grand scale, owning 30,000 acres or more. There are small farmers tilling a few acres in tribal lands. There are pastoralists—the Masai with their cattle, the Boran with their camels—who do not cultivate land at all but drive their herds to where the grazing is best. Despite the progress made in setting up industries, Kenya is fundamentally a country for farmers.

Not all of Kenya is good farming land. The bush land of the south-east is barely inhabited and almost uncultivable; the Northern Frontier district is near-desert. But in the south and west there is magnificent farming country—now that it has been mastered.

Lord Delamere, the great pioneer among the British settlers, poured the whole of his personal fortune into the research that set farming on its feet. First he tried sheep-ranching on the Australian lines; but the sheep sickened and died as the result of a mineral deficiency in the soil. He found a refuge for them on new land in the Rift Valley, and turned to cattle. They too sickened; his estate was infested by the brown tick that causes East Coast fever, and his cattle had to be sent down to join the sheep in the Rift Valley. Next he tried wheat; his first furrow was three miles long, the plough drawn by an old steam engine left over

Sheep and Boran cattle on the plains of Laikipia.





A Settlement Officer discusses the effect of disc harrowing with an African settler.

from the building of the railway. At first he did well, but yet again disease struck, in the form of rust. Lord Delamere brought out from England a scientist, G. W. Evans, who finally evolved two strains that were immune.

Today the European settlers in the highlands and the Rift Valley, most of them members of the Kenya National Farmers' Union (which also includes African members), on farms large and small, produce such valuable crops as wheat, coffee, tea and pyrethrum. Kenya dairy farmers supply most of East Africa with butter, and their sheep and cattle provide meat, hides and skins. On the low-lying coast lands grows the sisal for which there is such a valuable market overseas.

If the establishment of the European settler was a harsh process of trial and error, the African cultivator, lacking the European's reserves of capital and expert knowledge, has had a struggle certainly no less severe. Half a century ago, the African tilled the soil for no purpose except to feed himself and his family. He cleared a patch of bush by burning the trees and scrub that covered it, and grew there as much as he needed. After a time, if he found that the soil was exhausted, he moved on somewhere else—a system called "shifting cultivation" which was all very well so long as there was plenty of unoccupied land, but proved unsatisfactory in the more settled conditions that followed British rule. He too had



Cutting sisal on a Kenya estate.



Veterinary service. A laboratory assistant of the East African Veterinary Research Organisation treats an animal suffering from East Coast fever.

to face the diseases of crops and of livestock that the Europeans had to overcome, the ticks and tsetse fly and other insect pests, the periodic droughts. His lot was not made easier by the tradition which, on a man's death, divided his holding in equal shares among his sons, so that one farmer's land might consist of several separate patches each some distance apart from the others, the whole adding up to only one or two acres. Small wonder that famine was common and the health of the people poor.

Most grievous of all the African cultivators' burdens was that of soil erosion. The burning heat of the African climate and the weight of the tropical rains, combined with unscientific methods of cultivation, resulted in an endless washing of the fertile top-soil from the hill slopes down to the valleys, there to be carried down the rivers into the sea and lost for ever. The damage caused by this erosion—the choked waterways and dusty gulleys where the bare rock shows through what once was rich soil—posed a dire threat to the peasant, and in the long run not only to the peasant himself but to the whole country in which he lived.

The Government set itself the task of showing how the threat could be averted. The staff of the Department of Agriculture, British and African alike, persuaded the conservative-minded farmers to safeguard their land by such methods as contour ridging, planting grass strips and mulching, which uses dead cover to prevent the soil from shifting, improves penetration by rain and keeps temperatures even. In badly eroded areas hundreds of

The result of planned soil conservation in the Elgeyo district, near Eldoret.





A European farmer and his wife feeding a calf; in the background is their farmhouse. European farmers pioneered the thriving agricultural industry.



Maize crops on an African farm; examples of good farming methods are common.

thousands of pounds have been spent on special schemes of conservation. Such plans by their very nature have to be laid out on a large scale. Some spectacular measures have been carried out in the Central Province and the rich maize-growing area of Nyanza.

But this was only a part of the picture, a picture of the gradual but irrevocable spread of better methods of farming among all the people of Kenya. An £11-million plan for the intensive development of African agriculture (called the Swynnerton Plan after the former Director of Agriculture, R. J. M. Swynnerton, who devised it), provided for a big increase in the African contribution to the wealth of the country. Nearly half the money for the Swynnerton Plan came from a gift by the British Government. Such forward-looking measures as "group farming" have been introduced, whereby groups of farmers agree to the pooling and redistribution of their holdings so as to allow a more convenient layout, each holding having access to water, to wood for fuel, and so on and the whole group being arranged so that it can be cultivated in strips along the contours. Sometimes the entire group can be ploughed from end to end by removal of the fences.

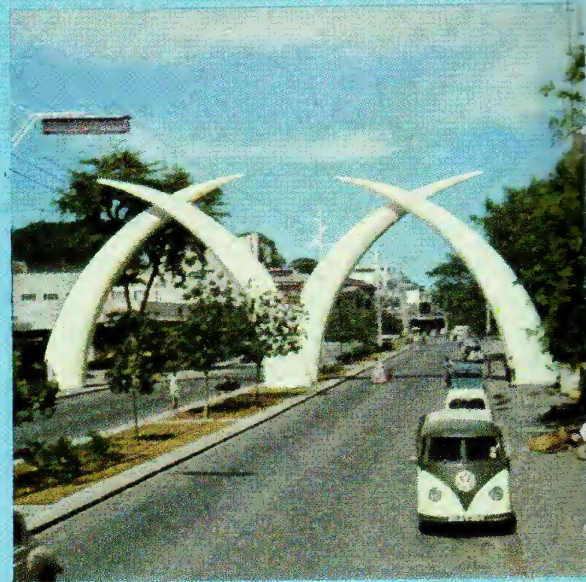
Together with all this has gone a policy of land reform. Since 1960 this new policy has been launched both in the former European and African areas. In general the aim has been to encourage the consolidation of holdings and the individual ownership of land. The British Government, the Commonwealth Development Corporation and the International Bank for Reconstruction and Development have given help for the purchase of land and its resettlement by African farmers; loans and gifts totalling £21 million have been made available for a million-acre resettlement scheme.



A member of a Co-operative Union with a handful of coffee berries. Much coffee is grown on African farms.



Kilindini, the more important of Mombasa's two harbours.

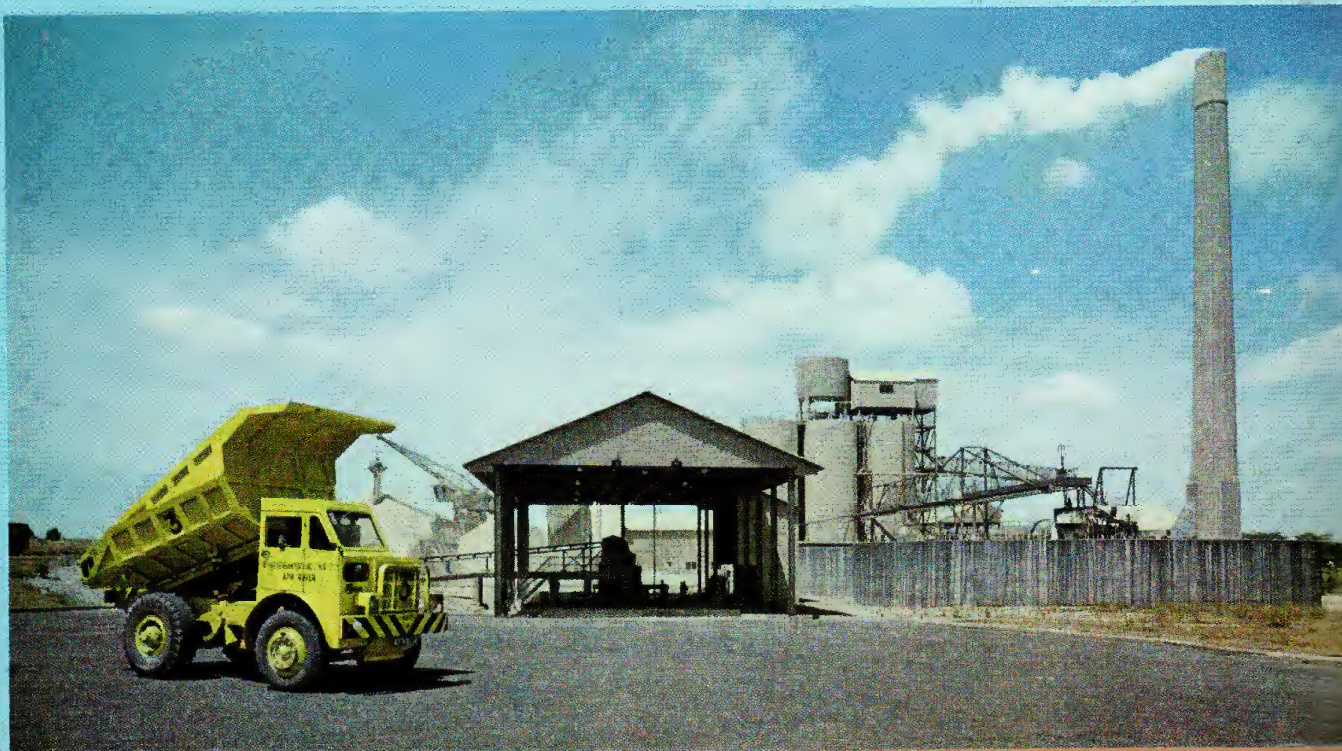


Street scene, Mombasa.



Flamingos, common on Kenya's smaller lakes.

**The well-established
cement industry
is one of many
expanding industries
helping in Kenya's
economic growth.**





A goods train ascending the Great Rift Valley. Mount Longonot is in the background.

Industry, agriculture, wild life, transport—a few facets of modern Kenya. Mombasa, one of the oldest of the Coast settlements, is the hub of the communications network along the coast and to the interior. This highly mechanised port serves not only Kenya but also Uganda and parts of north Tanganyika. With the opening of the Railway in 1901 Kenya, as we know it today, was born.



Weighing African-grown pineapples, exported as far afield as New Zealand.



The East Africa Portland Cement Factory at Athi River, one of the most modern plants in the world. It produces 120,000 tons of cement a year. Right: the *Southern Baobab*, the first cement-carrying ship to operate in African waters, at anchor in Mombasa.

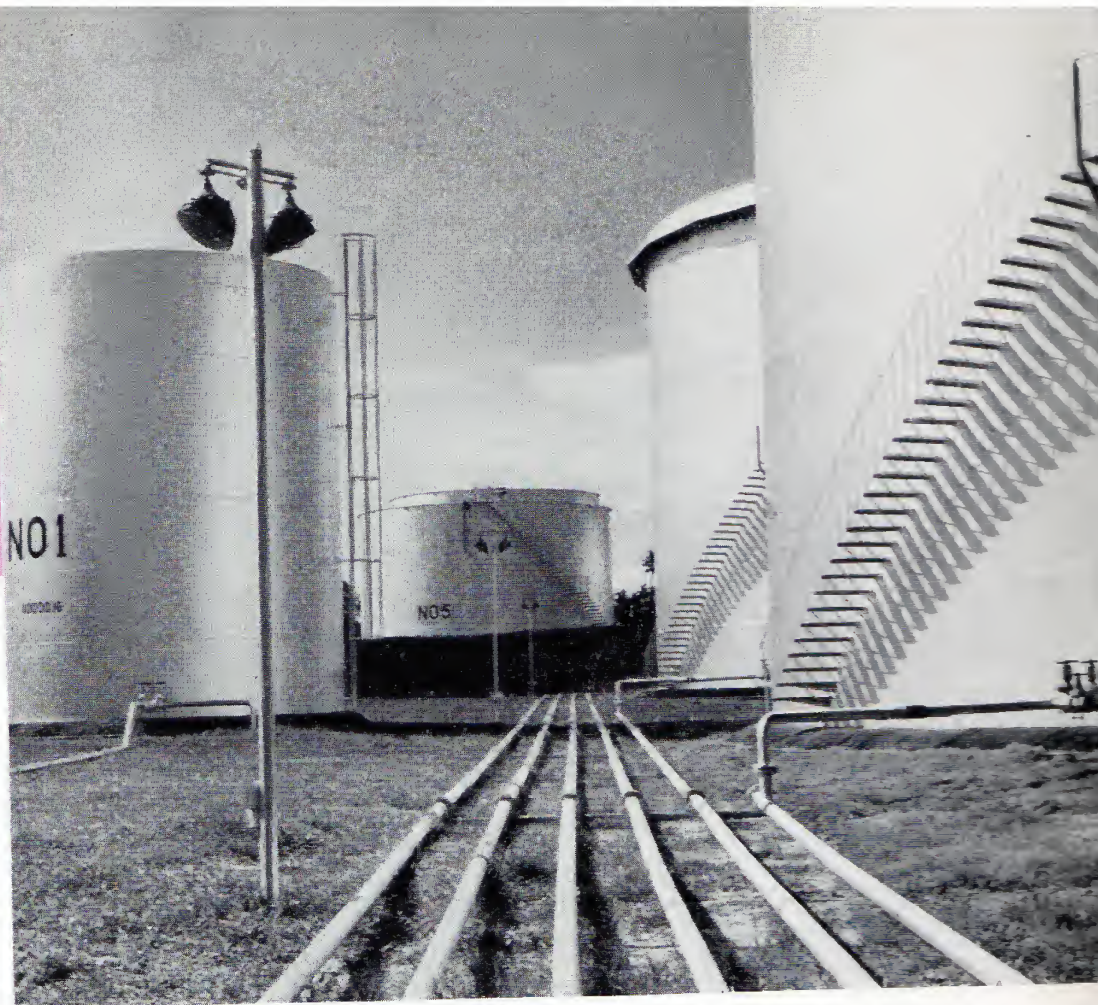


Industries

Although the absence of a source of fuel such as coal or oil has been an obstacle to industrial development, Kenya has a fair number of thriving secondary industries. In fact the bulk of industry in East Africa tends to be concentrated in Kenya. During the 1939-45 war the Kenya Government set up an East African Management Board, which was concerned with building plants for the manufacture of chemicals, bricks, pottery and edible oils. This organisation became a limited company in 1949; part of its capital was subscribed by the Kenya Government and a part by the Colonial Development Corporation (now the Commonwealth Development Corporation). More recently industry has benefited by the increasingly active membership of the comparatively new body, the Association for the Promotion of Industries in East Africa. The existing range of industries in Kenya is a wide one: over 130 manufacturing and industrial concerns are making such things as metal goods, food products, cement, cigarettes, clothing, footwear and furniture. A long-established industry is the extraction of soda from Lake Magadi, where it occurs naturally; a million tons of soda are exported yearly.



The Kenya Co-operative Creameries
where cheese and butter are pro-
duced for export.



Storage tanks at the Changamwe oil refinery at Mombasa.

An important new industrial undertaking recently launched in Kenya is the establishment of the oil refinery at Mombasa. It is expected to meet the domestic needs of East Africa and provide a surplus of certain products for export; after trials it should process annually about 2 million tons of crude oil from the Middle East. Products from the plant will include liquefied gas, motor spirit, kerosene, aviation spirit, turbine, diesel and other fuels, and about 40,000 tons of bitumen a year.

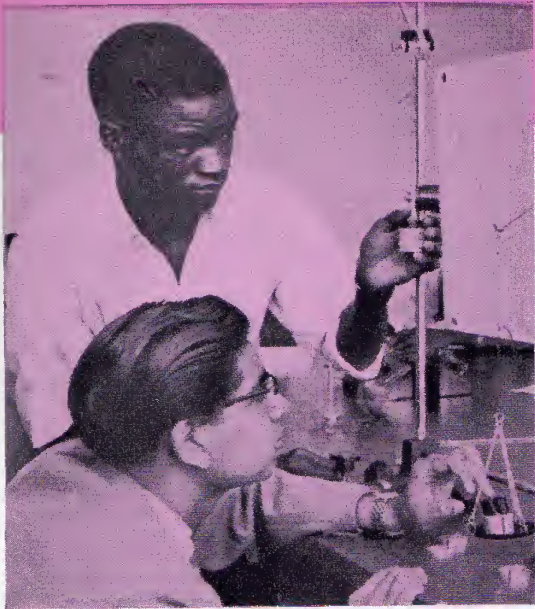
A consortium of local interests and a large European steel concern are associated in the establishment of a smelting furnace and rolling mills. Other new enterprises for which industrial licences have been granted include plants for the production of dry ice and the manufacture of matches.

The Government of Kenya is anxious to expand existing industries and welcomes investment for the creation of new industries. Kenya's Minister for Commerce and Industry, Dr. J. G. Kiano, declared that his Government will think long and hard before any decision was made to increase taxation, particularly company taxes, for that, as he said, would mean killing the goose that laid the golden eggs. In a speech in Nairobi he spoke of the goods Kenya was short of—blankets, for one thing, and paper products. There was room for a paper pulp industry based on Kenya's long-fibred timbers, and for factories to produce such goods as simple agricultural machinery, building materials, aluminium and steel products, bicycles, glassware, tyres, cigarettes and soft drinks.

Teaching
English to
African
children, using
a pictorial
method.



Right: Representatives of overseas universities at the inauguration of the Royal College of the University of East Africa. Below: laboratory workers in Nairobi's Royal Technical College.



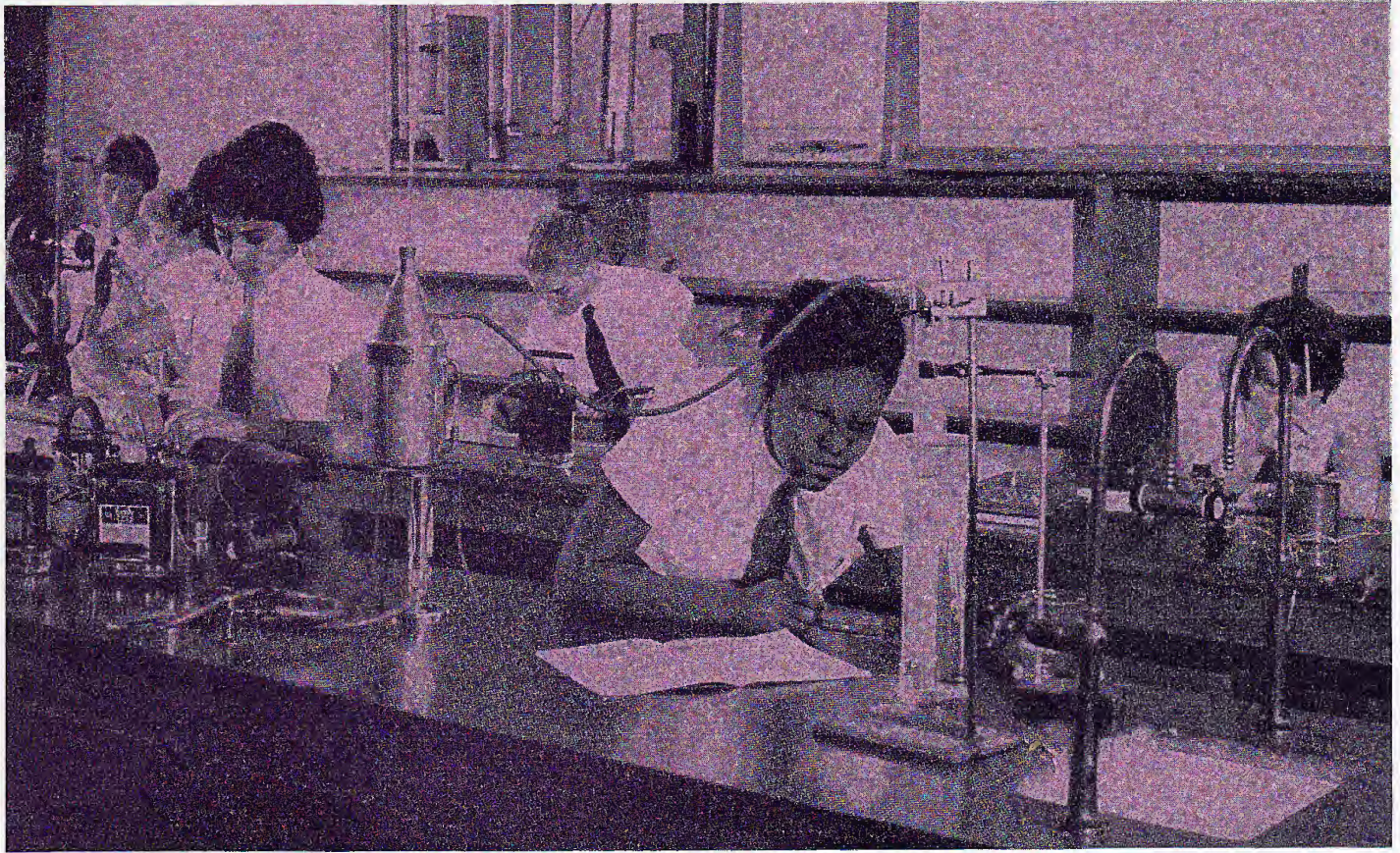
Education

The first European to see the snow-covered heights of Kilimanjaro was a German, Johannes Rebman, and his companion, Ludwig Krapf, was the first European to see Mt. Kenya. But these two had not come to Africa as explorers. They were there on behalf of the Church Missionary Society, of London, and they had opened a school at Rabai, not far from Mombasa. That school was in fact the beginning of education in Kenya. After some time other missions began to open schools in Kenya, following the line of the railway. A system of grants-in-aid for African schools run by missions began in 1911, in which year too an Arab school was opened at Mombasa. The first Government school, for Asian children, was also opened in 1911, and the first Government school for African children at Machakos in 1913. In 1924, largely due to the insistence of Lord Delamere, the Native Industrial Training Depot was opened at Kabete to train African apprentices.

For practical reasons, of which language was the principal, education in Kenya was for long organised on a racial basis. The policy today, as elsewhere in East Africa, is towards integration. Education is compulsory for European and Asian children, but it has not yet been found possible to introduce compulsory education for all African children. The aim of the Kenya Government is to provide as rapidly as possible, with the money and teachers available, the opportunity for every African child to get eight years of primary and intermediate education. The annual recurrent cost of making such provision has been estimated at



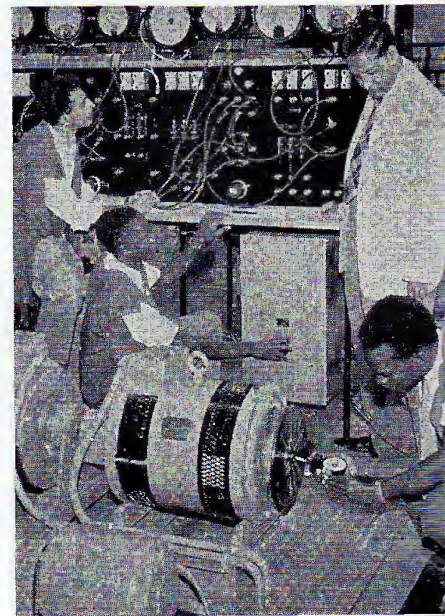
The Women's Hall of Residence at Kenya's Royal College, Nairobi.



Kenya girls of all races are at the Kenya High School for Girls, Nairobi.

£22 million. The provision of secondary school facilities for African children has doubled in the past four years in Kenya. The shortage of teachers, one of the main limiting factors in the spread of education, has been eased in the last two years through the help given under the Teachers for East Africa Programme.

There is a steady flow of Kenya students to educational centres overseas, some of them with Government bursaries, some under Commonwealth scholarship schemes, some assisted from public funds and quite a number of private students. But it is now possible for the African student to get post-secondary education within his own country. The University of East Africa, inaugurated in 1963, comprises the Royal College, Nairobi, Makerere College in Uganda and University College, Dar es Salaam, Tanganyika. In his address at the inauguration at the Royal College, Dr. Julius Nyerere, President of Tanganyika, spoke eloquently of the need for students to recognise the underlying rights of humanity and to be zealous in the search for truth. "In all its research and teaching," he said, "the university must be as objective and scientific as is humanly possible. It must work against prejudice of all kinds, searching always for that elusive thing, truth. It must help us in regard to the special temptation to prejudice which faces us in East Africa, the most prevalent disease in the twentieth century—discrimination on grounds of race, colour or caste."



Electrical engineering students at work.



East African police officers, two from Kenya and one (centre) from Uganda, at the Hendon Police Training School, near London.

Mr. Justus Oluoch,
Permanent Secretary,
Department of Information.
He recently attended
a special course
in Britain.



Africanization

Many Africans naturally look on education as one of the means to enable them to take over the work of administration in their own country which in the past has been entrusted to Europeans and Asians. An essential part of Kenya's progress to independence has been the programme of "Kenyanization" or "Africanization," whereby local-born people have gradually replaced expatriates in the public service.

Training for Africanization is carried out in many ways and in many places. Special courses are held in a division of the Ministry of Works and Communications in Nairobi. African teachers are being trained in a new wing of the Kagumo Training College, near Nyeri, and special training courses are offered at the Police Training School at Kiganjo. Additional courses have been introduced at the Nairobi Medical Training School, the Survey Training School at Ruaraka, the Egerton Agricultural College in the Rift Valley, and the Department of Agriculture and Veterinary Services. One of the chief—and highly specialized—centres for the formidable task of training administrative, executive, secretariat and clerical staff is the Kenya Institute of Administration at Kabete, near Nairobi—a superb, modern residential college, performing an essential task for an emerging nation. Specialized professional and technical training is provided for the most part in Britain and elsewhere in the Commonwealth overseas. Canada, for example, has provided training in public health and co-operative development and offers further training in forestry. Australia has helped in the fields of technical education, hospital administration and medicine, and New Zealand has given courses in physiotherapy, agriculture, engineering and diplomatic training and promises more in local government and in scientific fields.

The British Government, through the Colonial Office and the Department of Technical Co-operation, helps with financial gifts and with advisory and training services touching every aspect of government activity in a country that has developed rapidly under British administration. The list of those in training overseas is impressive, and ranges from doctors and veterinary surgeons to surveyors and statisticians, from printers and librarians to prison and probation officers.

The People's Health

In 1962 Kenya won an award for achieving the greatest advance over the past five years in maternal and child welfare services in the Commonwealth overseas. This success has a particular significance in that—to quote a White Paper published in 1951—"the question here is almost wholly one of obtaining the confidence of the people."



Welfare Services. An African mother and her two children at a health centre.



Left: Trained nurses leaving their hostel for work in the King George VI Hospital, Nairobi. **Below:** an aircraft of the Medical Air Service and a mobile health unit at work under the auspices of the African Medical Research Foundation, which began in 1957.



It has been increasingly recognized that, as soon as it becomes practicable, the emphasis in medical and health services in East Africa should move from the curative services towards the preventive. This has been achieved in Kenya over the past 20 years or so.

Not that the curative services are inadequate. At the larger hospitals a full range of advance treatment is available. There is a special children's and women's hospital in Nairobi. When the delegation of the British branch of the Commonwealth Parliamentary Association visited Kenya some five or six years ago, they found that "one of the outstanding successes in medical training is to be seen in the Nurses' Home of the King George VI Hospital for Africans in Nairobi."

An interesting feature of the Kenya health services is the system of health centres. The first two were opened in 1950. The system is built up round the outpatients' departments of hospitals: their activities include not only treatment but also prevention and propaganda. Given the shortage of qualified doctors—about 800 for a population of over 8 million—the emphasis has been placed on establishing sound general health programmes. These are taken out to people by way of the health centres, which combine all branches of medical care, preventive and curative. Health talks and demonstrations are given; there are visits to homes, schools and markets and there is close collaboration with the veterinary and agricultural officers and school teachers. This is apart from the regular diagnosis and treatment of patients and the holding of special clinic days. In 1962 some 2,000,000 Africans attended health centres throughout the country. The two centres opened in 1950 have grown to 165 and the aim is to increase the number to 400 at least. A hospital assistant is in charge of each centre and under him or her, working as a team, are a midwife, health visitor, health assistant and dressers.

Highly skilled Africans such as this anaesthetist are trained at the King George VI Hospital's Medical School.



Communications and Travel

The railway is still the main artery of traffic across Kenya, but it has developed a long way from the 587-mile line around which Kenya crystallised in its formative years. The East African Railways and Harbours—an inter-territorial service administered by the East African Common Services Organisation—operates freight and passenger services throughout Kenya, Tanganyika and Uganda by rail (3,446 miles), by inland waterways (4,194 miles) and by road services (2,928 miles). It also administers the five principal seaports. On the Kenya-Uganda section of the East African Railways, the main line runs from Mombasa to Kasese, near the Uganda-Congo border, a distance of 1,084 miles. It passes through Nairobi, Nakuru and Eldoret. The principal connection lines are the Voi-Kahe line, the line from Nairobi to Nanyuki, and the line from Nakuru to Kisumu, Kisumu being the main port for steamer services on Lake Victoria. There are daily passenger services between Mombasa and Kampala, the capital of Uganda. Restaurant cars are provided on most trains, and bedding can be had for night journeys.

Kenya's roads have for some years lagged behind the railways. The country's treacherous black cotton soil is ill suited for road construction but successful experiments have been made with different road-building mixtures. A big road development programme began in 1951 and among the major achievements was the realignment and resurfacing with bitumen of the 100-mile stretch from Nairobi to Nakuru, the road continuing westward to link up with the Uganda system at Busia. Kenya has a network of more than 25,000 miles of roads of which 1,000 miles are bitumen-surfaced. A £4-million, 300-mile, bitumen-surfaced road project begun in June 1959 has recently been completed. The longest stretch is the 61 miles from the Mau Summit to Eldoret. This is part

Unloading mail from an
East African Airways jetliner
on arrival in
Nairobi from London.



Road-building. The machine is mixing cement with earth to produce a soil on which a bitumen surface will be laid. Below: map-making by the Survey of Kenya, using aerial mosaic photographs prepared by the Royal Air Force.

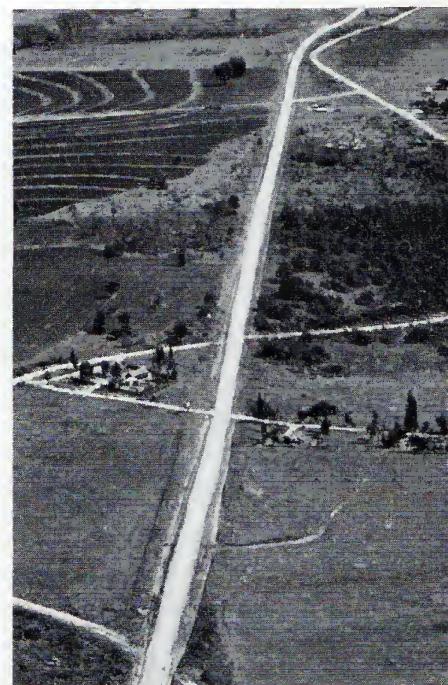


A straight new road and the old one from Mau Summit to Eldoret.

of the main trunk road to Uganda, and connects Eldoret with Nairobi. Eldoret is the centre of a rich European farming district which was originally settled by, among others, groups of Afrikaners moving northwards with the ox-waggons from South Africa. At the official opening of the stretch of road in September, 1962, the Hon. Muinga Chokwe, then Minister of Works, performed a ceremony from one of the original ox-waggons which had been placed at the Eldoret town boundary.

Air travel is very much a part of daily life in Kenya. There are few places in East Africa which have not the benefit of at least a weekly air service. On any aircraft one may find Arab and Somali traders, Indian merchants with their families or European children on their way to and from school. Besides smaller airfields at nearly every centre of population, Kenya has a splendid international airport at Embakazi, Nairobi, and another at Mombasa; there are also main aerodromes at Kisumu, Eldoret, Kitale and Malindi. Internal and international services are operated by East African Airways Corporation.

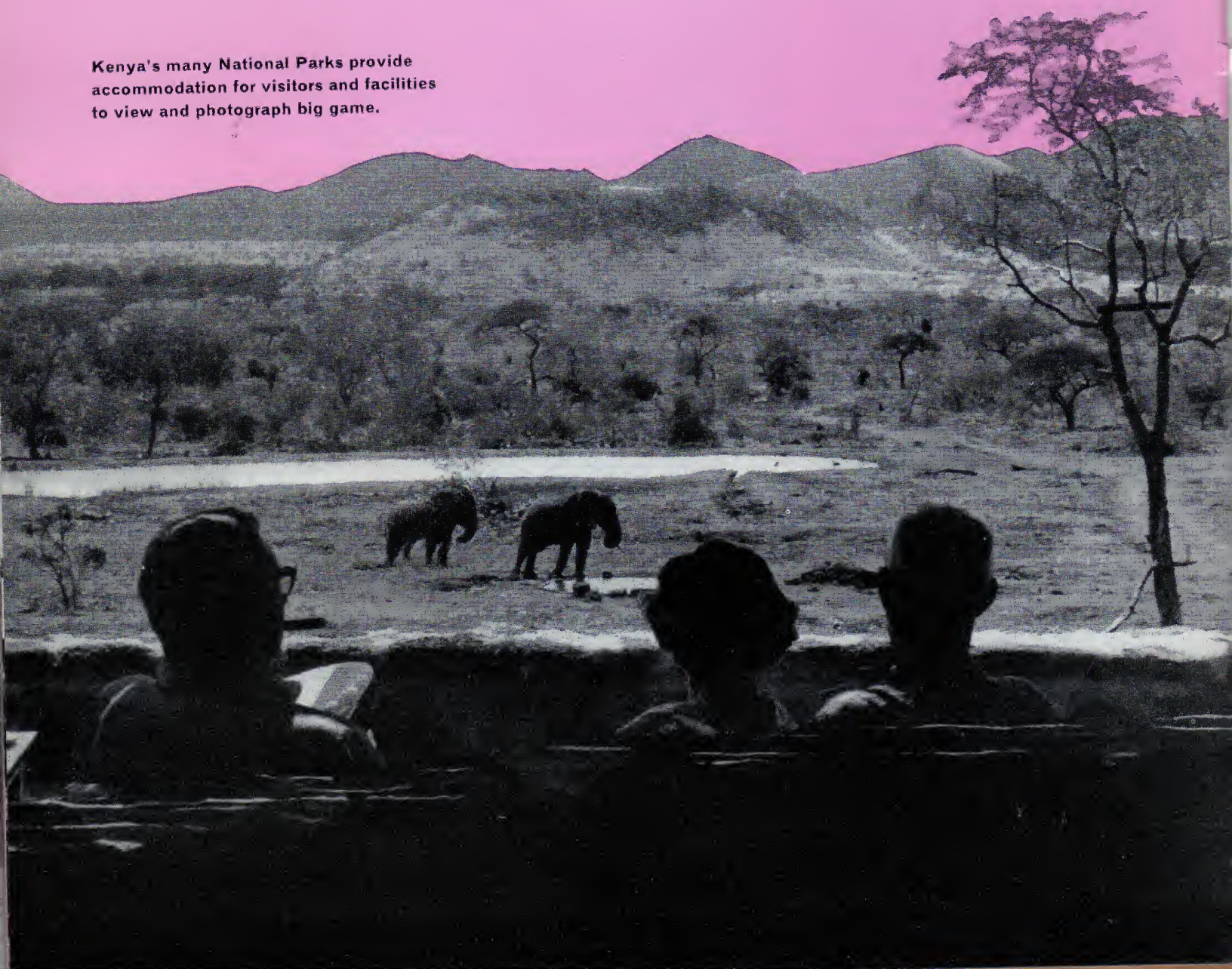
Official steamer services on Lake Victoria have their headquarters at Kisumu. Since the introduction of R.M.S. *Victoria*, the latest ship, the time for the twice-weekly trip to ports round the Lake has been halved, taking now about two and a half days. R.M.S. *Victoria* was built in Scotland, dismantled and shipped to East Africa and reassembled from the contents of 1,500 packing cases at Kisumu. She is a twin-screw vessel 260 ft. long, with berths for about 230 passengers and room for 200 tons of cargo.

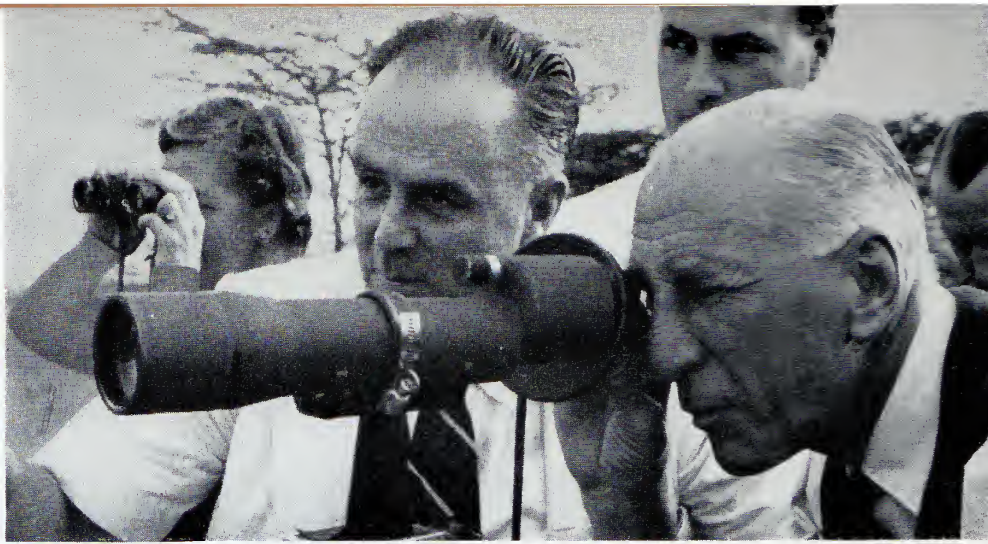


KENYA-TOURIST PARADISE

Just outside Nairobi is perhaps the most magnificent zoo in the world. The Nairobi National Park is by no means the biggest in Kenya, but the variety and accessibility of the game there are something to marvel at.

Kenya's many National Parks provide accommodation for visitors and facilities to view and photograph big game.



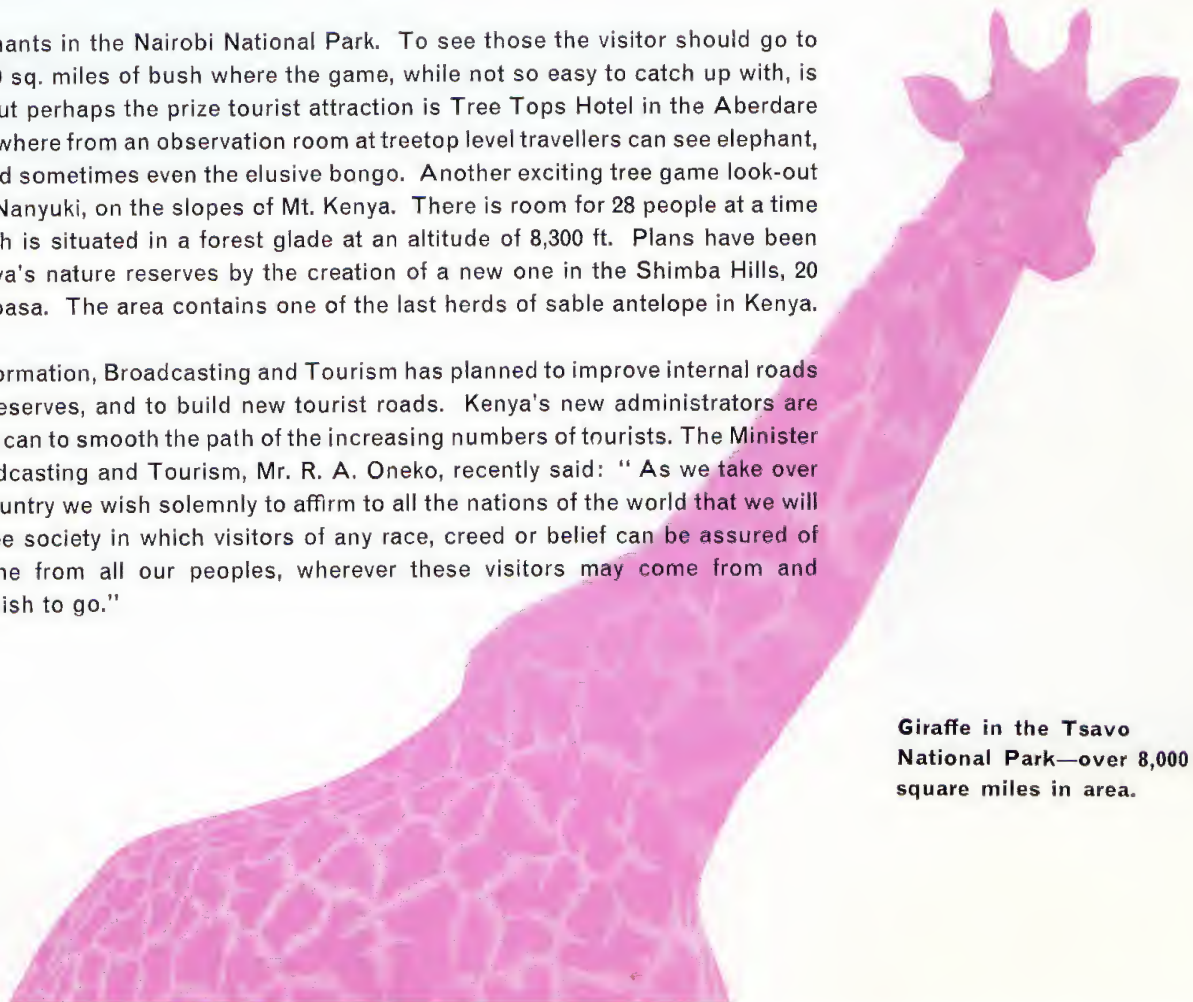


Birdwatchers on Lake Nakuru, where specimens of bird life are found in great variety.

On most days the visitor can see lions simply by asking a guide where they are, and driving up to them in his car. He will be able to get within a few yards of them. With luck he may also see a family of cheetah playing under the trees or lying out on a rock; with rare luck he might catch a glimpse of a leopard. He will pass by countless zebra and giraffe, and many kinds of antelope—the little dik-dik, no bigger than a dog, hartebeeste, gnu, the lovely impala, Grant's gazelle and the enchanting Thomson's gazelle, reedbuck, waterbuck and the mighty eland. There are hippo and crocodiles in the river (you can drive practically on to the banks in your car); the trees are full of little black faced monkeys and an endless display of birds from tiny, gorgeous sunbirds to storks, eagles and vultures. The visitor may also see the largest bird that flies, the kori bustard.

There are no elephants in the Nairobi National Park. To see those the visitor should go to the Tsavo Park, 8,000 sq. miles of bush where the game, while not so easy to catch up with, is even more varied. But perhaps the prize tourist attraction is Tree Tops Hotel in the Aberdare Royal National Park, where from an observation room at treetop level travellers can see elephant, buffalo and eland, and sometimes even the elusive bongo. Another exciting tree game look-out has been opened at Nanyuki, on the slopes of Mt. Kenya. There is room for 28 people at a time at the look-out, which is situated in a forest glade at an altitude of 8,300 ft. Plans have been made to add to Kenya's nature reserves by the creation of a new one in the Shimba Hills, 20 miles south of Mombasa. The area contains one of the last herds of sable antelope in Kenya.

The Ministry of Information, Broadcasting and Tourism has planned to improve internal roads in game parks and reserves, and to build new tourist roads. Kenya's new administrators are anxious to do all they can to smooth the path of the increasing numbers of tourists. The Minister of Information, Broadcasting and Tourism, Mr. R. A. Oneko, recently said: "As we take over the control of this country we wish solemnly to affirm to all the nations of the world that we will create in Kenya a free society in which visitors of any race, creed or belief can be assured of the warmest welcome from all our peoples, wherever these visitors may come from and wherever they may wish to go."

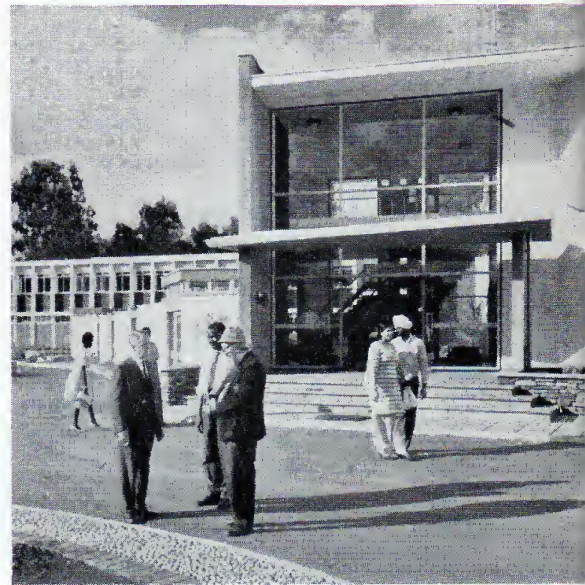


Giraffe in the Tsavo National Park—over 8,000 square miles in area.



In one of the studios of the Kenya Broadcasting Corporation. Members of the staff have been trained and have worked on secondment with the B.B.C.

Below: The entrance to the Radio and Television Centre of the Kenya Broadcasting Corporation. The TV service began in October 1962.



Broadcasting



Translators at work, K.B.C. News Division.

Kenya had the first public broadcasting system in any British dependency; it was opened by Messrs Cable and Wireless Ltd. in 1931. Today a public service corporation, the Kenya Broadcasting Corporation, operates sound broadcasting in English, five Asian languages and twelve African languages and in 1963 launched a television service covering an area of some 25 miles radius round Nairobi and broadcasting for thirty hours a week.

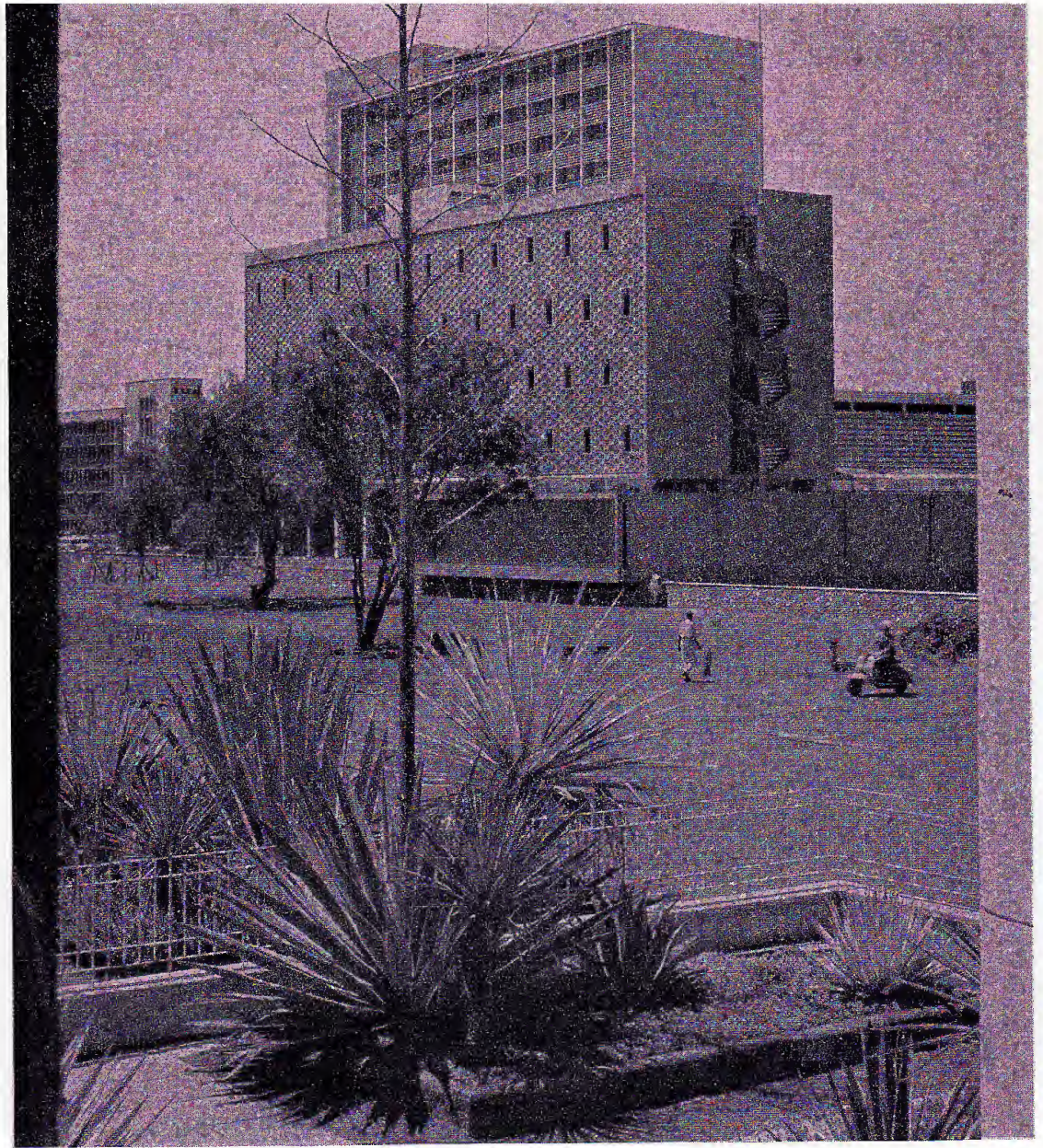
The Government of Kenya has always been alive to the value of broadcasting not merely for entertainment but also as a medium of instruction. Community receiving sets have been distributed throughout the African locations and a high proportion of schools have their own receivers. A new schools broadcasting service was inaugurated in 1963 with the aid of a gift from Britain of £26,000. The television service, when fully established, will devote five hours a week to educational programmes as well as broadcasting local and world news in Swahili, Hindustani and English.



Co-operation. Services provided by the former East African High Commission are continued under the East African Common Services Organisation, and include civil aviation, customs (above) and, among other things, telephones (right) and radio communications.

Common Services

Nairobi is the headquarters of the East African Common Services Organisation. Kenya naturally shares a number of problems with its neighbours, Tanganyika and Uganda, as well as a number of services which can most efficiently be run in co-operation with them. Some of these used to be administered through a conference of the East African Governors, until in 1948 the East African High Commission was established to put them on a more permanent basis. The legislatures of the three territories sent representatives to the Central Legislative Assembly, and the High Commission legislated for the common services on the advice and with the consent of that Assembly. When independence for Tanganyika was approaching, it was necessary to modify these arrangements, and the High Commission was replaced by the East African Common Services Organisation.



The Growth of a Nation

Perhaps inevitably, the history of Kenya has been one of stress and counter-stress, of sometimes diametrically conflicting claims from different interests which are only now being solved after many years of trial and error. The British administration has worked on its traditional lines of establishing representative institutions "from the ground up." The first Government institutions came into being in 1906—a Legislative Council and an Executive Council. But it was not until 1944 that an African was appointed to the Legislative Council for the first time, and a second African was appointed two years later. Further changes came after the election in May 1952, when membership of the Legislative Council increased to 54, together with the Governor as President and the Speaker.

Left: The Crown Land Office and Ministry of Works building seen from Parliament Buildings, Nairobi.

The "Member" system was introduced in the Executive Council in 1946, whereby certain members were made responsible to the Governor for individual departments or groups of departments, the activities of which had previously been the responsibility of the Chief Secretary. In 1952 an African took the place of the European member representing African interests. Political development about that time was inhibited by the Mau Mau revolt, which obliged the Government to declare a state of emergency for several years. But progress since then has been rapid. In 1955 voting for Africans on a qualified franchise was introduced; the first African election for seats in the Legislature took place in March 1957, when the African registered electorate voted for eight African elected members of the Legislative Council.

In 1962 a constitutional conference was held in London. Agreement was reached on the framework of a new constitution. The delegates came from five main groups, of which the Kenya African Democratic Union, led by Mr. Ngala, and the Kenya African National Union, led by Mr. Kenyatta, were substantially the largest. Delegates representing the Masai and the Northern Frontier District were received on several occasions by two special representative groups appointed by the conference.

After the General Election of May 1963, Kenya received internal self-government as a prelude to early independence. In June the Secretary of State for Commonwealth Relations and Secretary of State for the Colonies, Mr. Duncan Sandys, had consultations in London with Kenya Ministers about further steps to be taken for the transfer of those powers which remained in British hands, and it was agreed that Kenya would become an independent State on the 12th December, 1963.

Speaking before large crowds rejoicing in Nairobi on the day of self-government, Mr. Kenyatta said that constitutional advance was not enough, and he reminded his hearers of the hard work ahead of them in fighting ignorance, sickness and poverty.

Indeed, a great deal needs to be done for Kenya. Yet in the 70 or so years of British rule an extraordinary amount has been achieved. Virtually the whole of Kenya's economic and social advance—and in this brief account far more has had to be left out than could be included—has come during the days of British rule. Ultimate independence is a natural consequence of the policies Britain has followed.

People who know the allure of Kenya, who understand its undertones and nuances, will take special pleasure in echoing the sentiments expressed by the Governor, Mr. Malcolm MacDonald, when he said on the first day of self-government: "*On behalf of your friends, the British people in particular, I congratulate you all on this joyful occasion, and I wish Mr. Kenyatta and his colleagues every success in the historic task of leading Kenya forward to Uhuru.*"



Mr. Kenyatta, with other Ministers of the Government appointed under the new constitution, took the Oath of Office before the Governor of Kenya, Mr. Malcolm MacDonald, at a ceremony in Nairobi.





Masai warriors admiring a modern diesel locomotive operated by East African Railways and Harbours.

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